EXHIBIT 2

DEVELOPER'S SCHEMATIC PLAN OF PROJECT AND PROPOSAL COMMITMENTS

Schematic Plan of Project

The Schematic Plan of Project is attached hereto as Attachment 1 to the Exhibit 2. The Schematic Plan of Project is subject to the applicable CDA Document provisions and the table below. The Schematic Plan of Project is preliminary and is subject to change in accordance with the CDA Documents.

Location	Schematic Plan of Project Requirements	Applicable Provisions of the CDA Documents
General	The CDA Documents allow the use of values equal to or better than the values shown on the RID Re-evaluated design schematic for design criteria, including geometrics, cross sectional elements or stopping sight distance, where the RID Re-evaluated design schematic does not meet the design speed criteria in Table 11-1A and is not included in the lists provided in Section 11.2.2 a), b) and c).	Book 2A, Section 11.2.2 and RID Re-evaluated design schematic Addendum 6, June 4, 2008.
Inside shoulder width on the eastbound and westbound General Purpose Lanes from CLMLRE Station 10590+00 to 100+00 (station equation: BK 10607+23.68 = AH 40+00) (or the corresponding project area on Schematic Plan of Project alignment CL635).	Within the specified location, the CDA Documents allow the use of values equal to or better than the values shown on the RID Re-evaluated design schematic for shoulder width where the RID Re-evaluated design schematic does not meet the shoulder width criteria in Table 11-1A and is not included in the lists provided in Section 11.2.2 a), b) and c). (Minimum inside shoulder width = 4-ft. where provided on the RID re-evaluated design schematic)	Book 2A, Section 11.2.2 and RID Re-evaluated design schematic Addendum 6, June 4, 2008.

Location	Schematic Plan of Project Requirements	Applicable Provisions of the CDA Documents
Outside shoulder width on the eastbound and westbound Managed Lanes from CLMLRE Station 10575+00 to 10590+00 (or the corresponding project area on Schematic Plan of Project alignment CL635).	Within the specified location, the CDA Documents allow the use of values equal to or better than the values shown on the RID Re-evaluated design schematic for shoulder width where the RID Re-evaluated design schematic does not meet the shoulder width criteria in Table 11-1A and is not included in the lists provided in Section 11.2.2 a), b) and c). (Minimum outside shoulder width = 2-ft. where provided on the RID re-evaluated design schematic)	Book 2A, Section 11.2.2 and RID Re-evaluated design schematic Addendum 6, June 4, 2008.
Curve RPSB35DC15 for the WB IH 635 – SB IH 35E Connector (RID - RPSB35DC) (or the corresponding curve on Schematic Plan of Project alignment D63WS1).	Within the specified location, the CDA Documents allow the use of values equal to or better than the values shown on the RID Re-evaluated design schematic for shoulder width and radius where the RID Re-evaluated design schematic does not meet the shoulder width and radius criteria in Table 11-1A and is not included in the lists provided in Section 11.2.2 a), b) and c). (RID re-evaluated design schematic radius = 835-ft.)	Book 2A, Section 11.2.2 and RID Re-evaluated design schematic Addendum 6, June 4, 2008.
Curve CONNWBLBJ-5 for the WB IH 635 – NB IH 35E Connector (RID – CONNWBLBJ) (or the corresponding curve on Schematic Plan of Project alignment D63WN35).	Within the specified location, the CDA Documents allow the use of values equal to or better than the values shown on the RID Re-evaluated design schematic for shoulder width where the RID Re-evaluated design schematic does not meet the shoulder width criteria in Table 11-1A and is not included in the lists provided in Section 11.2.2 a), b) and c).	Book 2A, Section 11.2.2 and RID Re-evaluated design schematic Addendum 6, June 4, 2008.
Curve RPEB635-3 for the SB IH 35E – EB IH 635 Connector (RID – RPEB635DC) (or the corresponding curve on Schematic Plan of Project alignment D35SE63).	Within the specified location, the CDA Documents allow the use of values equal to or better than the values shown on the RID Re-evaluated design schematic for shoulder width where the RID Re-evaluated design schematic does not meet the shoulder width criteria in Table 11-1A and is not included in the lists provided in Section 11.2.2 a), b) and c).	Book 2A, Section 11.2.2 and RID Re-evaluated design schematic Addendum 6, June 4, 2008.

Location	Schematic Plan of Project Requirements	Applicable Provisions of the CDA Documents
WB IH 635 – NB IH 35E direct connector (RID – CONNWBLBJ) between station 10547+40.58 and station 10561+01.54 (or the corresponding project area on Schematic Plan of Project alignment D63WN35).	The CDA Documents allow the use of an 835-ft. horizontal radius at the specified location.	Book 2A, Section 11.2.2.b and Table 11-2A.
SB IH 35E – EB IH 635 direct connector (RID – RPEB635DC) between stations 106+86.77 to 124+68.29 (or the corresponding project area on Schematic Plan of Project alignment D35SE63).	The CDA Documents allow the use of a 975-ft. horizontal radius at the specified location.	Book 2A, Section 11.2.2.b and Table 11-2A.
Managed Lanes (RID – CLMLRE) between stations 10576+57.45 and 10588+49.81 (or the corresponding project area on Schematic Plan of Project alignment CL635).	The CDA Documents allow the use of a 1,352-ft. horizontal radius at the specified location.	Book 2A, Section 11.2.2.b and Table 11-2A.
Josey Lane – where it ties to the existing alignment on the south side of IH 635.	The CDA Documents allow the use of a 425-ft. horizontal radius at the specified location.	Book 2A, Section 11.2.2.b and Table 11-2A.
Rosser Road – where it ties to the existing alignment on the north side of IH 635.	The CDA Documents allow the use of an 830-ft. horizontal radius at the specified location.	Book 2A, Section 11.2.2.b and Table 11-2A.

Location	Schematic Plan of Project Requirements	Applicable Provisions of the CDA Documents
Valley View Lane south of IH 635 (RID –CLVVIEW) for Curve VVIEW7-1 (or the corresponding curve on Schematic Plan of Project alignment IRVAL).	Within the specified location, the CDA Documents allow the use of values equal to or better than the values shown on the RID Re-evaluated design schematic for the horizontal radius where the RID Re-evaluated design schematic does not meet the criteria in Table 11-1A and is not included in the lists provided in Section 11.2.2 a), b) and c). (RID re-evaluated design schematic radius = 200-ft.)	Book 2A, Section 11.2.2.b and Table 11-2A.
Midway Road south of IH 635 (RID CLMIDWAY) for Curve MIDWAY-1 (or the corresponding curve on Schematic Plan of Project alignment IRMID).	Within the specified location, the CDA Documents allow the use of values equal to or better than the values shown on the RID Re-evaluated design schematic for the horizontal radius where the RID Re-evaluated design schematic does not meet the criteria in Table 11-1A and is not included in the lists provided in Section 11.2.2 a), b) and c). (Radius = 675-ft. – 11.2.2.b, Table 11-2A)	Book 2A, Section 11.2.2.b and Table 11-2A.
Welch Road – where it ties to the existing alignment on the north side of IH 635.	The CDA Documents allow the use of a 400-ft. horizontal radius at the specified location.	Book 2A, Section 11.2.2.b and Table 11-2A.
NB DNT – EB IH 635 ramp (RPNDNTEB) between stations 10+39.36 to 15+61.31 (or the corresponding project area on Schematic Plan of Project alignment REEDNTN).	The CDA Documents allow the use of a 660-ft. horizontal radius at the specified location.	Book 2A, Section 11.2.2.b and Table 11-2A.
EB frontage road to ramp NB DNT - EB IH 635 ramp (RPDNTEB) between stations 10+00 and 10+73.77 (or the corresponding project area on Schematic Plan of Project alignment REEDNT).	The CDA Documents allow the use of a 740-ft. horizontal radius at the specified location.	Book 2A, Section 11.2.2.b and Table 11-2A.

Location	Schematic Plan of Project Requirements	Applicable Provisions of the CDA Documents
EB frontage road to ramp NB DNT - EB IH 635 ramp (RPDNTEB) between stations 12+31.30 to 15+70.19 (or the corresponding project area on Schematic Plan of Project alignment REEDNT).	The CDA Documents allow the use of a 660-ft. horizontal radius at the specified location.	Book 2A, Section 11.2.2.b and Table 11-2A.
Northbound and southbound Park Central Drive (or the corresponding project areas on Schematic Plan of Project alignments IRPARN and IRPARS, respectively).	The CDA Documents allow the use of a 300-ft. horizontal radius at the specified location.	Book 2A, Section 11.2.2.b and Table 11-2A.

Proposal Commitments

Proposal Location	Proposal Commitment	Affected Provisions of CDA Documents
Vol. 3 Section C.1.2.c Page 24	The Developer will also implement a secure Project Extranet system accessible to authorized personnel through the project website, enabling authorized team members to access and store project data, meeting minutes, draft text and drawings.	Some of the listed items are in addition to the provisions in Book 2A Section 2.1.
Vol. 3 Section C.1.2.e Page 25	The Developer will prepare and agree to a task-specific Consultation and Liaison Strategy with the TxDOT Project Manager and will use an Audience & stakeholder Database to ensure that effective communication and consultation occur at the appropriate time, and in a systematic and consistent manner. The Liaison Strategy that the Developer intends to establish with TxDOT and the IE will include the following concepts: □ TxDOT or IE Requests for Information – TxDOT or the IE may issue Requests for Information (RFI) to the Developer to obtain more information on an issue and the Developer will respond promptly. □ Meetings with TxDOT and the IE: - Periodic Design and Construction progress meetings – attendees will include TxDOT, the Developer, the D&B Team and the IE. Subcontractor representatives may also attend these meetings as necessary. - The Developer's representative will arrange other meetings as necessary, on topics such as traffic control and public relations matters. Attendees at these ad hoc meetings may include relevant governmental entities, road users, public transportation operators, resident associations, public representatives, landowners and other interested parties. The secure Project Extranet site will enable authorized team members to access and store project data, progress meeting minutes, draft text and drawings. It will contain an e-mail list	Some listed items are in addition to the provisions in Book 2A and Book 2B Section 3.2 and 18.2.

Proposal Location	Proposal Commitment	Affected Provisions of CDA Documents
	server to notify Project personnel of significant upcoming events and emergencies. The Extranet will also allow serve as a clearinghouse to request information from other team members. The Developer will regularly post project-related documents on the Project Extranet for review by TxDOT and other stakeholders.	
Volume 3 Section C.1.3.b Page 27	Public information and communication work, in cooperation with TxDOT, will commence immediately upon conditional award of the CDA. Prior to TxDOT Approval of the Public Information and Communication Plan, the Developer shall inform, coordinate and participate with TxDOT on all public information and communications related items and will participate in periodic communications meetings held by TxDOT and the Developer.	Listed items are in addition to the provisions in Book 2B Section 3.2.
Vol. 3 Section C.1.3.b Page 29	The Developer will implement an Audience & Stakeholder Database that includes contact information for stakeholders and media contacts, plus records of all citizen communications (calls, e-mails, letters, etc.) and responses to these communications. It will include individualized communications protocols, and an auditable trail of contacts made, minutes of meetings and details of concerns and issues as well as a register of inquiries and complaints. The database will contain an Electronic Comment Management System, which will record actions taken and correspondence with each individual.	Listed items are in addition to the provisions in Book 2B Section 3.2.
Vol. 3 Section C.1.3.b Page 31	The website will be user-friendly and visually appealing. The Developer will post content that includes, but is not limited to: □ information on Toll Tags and a toll calculator; □ rest areas and services alongside the Project; □ location of the Project Information Office; □ job opportunities; □ a real-time travel speed map;	Listed items are in addition to the provisions in Book 2B Section 3.2.

Proposal Location	Proposal Commitment	Affected Provisions of CDA Documents
	□ traffic accident, flooding and special event information; □ live CCTV images; □ Dynamic Message Sign messages; □ incident notification (via e-mail or text message); □ dynamic routing application; and □ the Project Extranet (secure – for Project staff only).	
Vol. 3 Section C.1.5.a.i Page 42	Below is a more detailed list of services that the Project Control Group will perform: □ Project Baseline Schedule; □ 60-day look-ahead schedules; □ detailed CPM coordination schedules for design, procurement, permitting, submittals, utility adjustments and construction; □ manpower histograms; □ progress curves; □ monthly progress reports; □ schedule requirements for bid packages (for Procurement Department); □ evaluation and monitoring of Subcontractors' schedules; and □ preparation of schedule analyses for adverse variances. The Developer's Project Management Plan shall include the listed Project Control Group items.	Listed items are in addition to the provisions in Book 2A 2.1.

Proposal Location	Proposal Commitment	Affected Provisions of CDA Documents
Vol. 3 Section C.1.7.c Page 51	The Developer will establish the following evaluation criteria to evaluate the effectiveness of the Mentoring Program: 1. Setting target goals for small or DBE participation. 2. Evaluating these goals on a pre-determined basis. 3. Evaluating participants' progress on a regular basis.	Listed items are in addition to the provisions in CDA section 10.9 and 10.10.
Vol. 3 Section C.2.2.b Page 64	More specifically, some measures that have been included in this proposal to improve the performance of the project from a maintenance point of view include: : □ use of a protective paint coating on MSE walls that would also improve the overall aesthetics; □ install a complete network of irrigation systems for landscaping elements identified in the Aesthetics and Landscaping Plan.	Exceeds requirements of Book 2A and Book 2B Section 15.
Vol. 3 Section C.2.3.2.a Page 74	The Developer's phasing and traffic control plans have been developed with the additional objective of maintaining at least two lanes of traffic on frontages roads. Although this objective cannot be achieved in all sections of the project due to various constraints, Developer will try to maintain the pursuit of this objective where reasonable and feasible.	Exceeds requirements of Book 2A Section 18.3.1 a) last bullet.
Vol. 3 Section C.2.3.2.a Page 74	During peak traffic periods of the Construction Work, the Developer shall provide the minimum number of through lanes equal the number of existing General Purpose lanes currently available on each controlled-access facility at the intersection of IH 635 and DNT. • IH 635 – 4 through lanes in each direction. • Dallas North Tollway – 3 through lanes in each direction.	Exceeds requirements of Book 2A Section 18.3.1 a) 1st bullet.

Proposal Location	Proposal Commitment	Affected Provisions of CDA Documents
Vol. 3 Section C.2.3.2.d Page 78	When possible, work will be scheduled for daylight hours to minimize noise disturbance to the community. Loud or noisy work, such as pile driving adjacent to sensitive receptors, will never be scheduled at night. The Developer's Project Management Plan shall include the items above.	Exceeds requirements of Book 2A and Book 2B Sections 4.3.2.1, 4.3.2.7
Vol. 3 Section C.2.3.2.e Page 79	Construction management personnel will ensure that the laydown yards and staging areas visible to the public are kept neat and orderly. The Developer's Project Management Plan shall include the items above.	Exceeds requirements of Book 2A Section 7.1.3.
Vol. 3 Section C.2.3.2.f Page 79	A plan for utilizing portable lights for nighttime work will be tested prior to performing any work, to ensure that residents are not affected by these activities. The Developer's Project Management Plan shall include the items above.	Listed items are in addition to the provisions in Book 2A and Book 2B Section 4.3.2.12.
Vol. 3 Section C.2.3.7.b Page 110	In addition to the requirements of the Technical Provisions, the Developer shall prepare the design of the pavement markings for this Project in accordance with the TxDOT Dallas District standards and specifications.	Listed items are in addition to the provisions in Book 2A and Book 2B Section 16.
Vol. 3 Section C.2.3.9.a Page 112	The Developer's Aesthetic and Landscaping Plan shall include additional trees and greenery at the IH 635/IH 35 and IH 635/DNT interchanges, as well as special overhead sign column supports, hardscape and landscape improvements at cross streets and special fencing on structures at cross street overpasses.	Exceeds requirements of Book 2A and Book 2B Section 15.
Vol. 3 Section C.3.1 Page 113	In addition to the requirements of Sections 17-22, the Developer will provide: □ continuous on-call personnel capable of addressing incidents, emergencies and traffic management needs; □ a Traffic Management Center (TMC) to be operational 24 hours per day and 365 days per year; □ a 24/7, year-round field patrol service; □ contractual arrangements with a local towing/incident cleanup response Subcontractor (to address major incidents);	Exceeds requirements of Book 2A and Book 2B.

Proposal Location	Proposal Commitment	Affected Provisions of CDA Documents
	and □ contractual arrangements with local public law enforcement agencies to ensure safety along the Facility.	
Vol. 3 Section C.3.1.a Page 118	Developer shall provide the following operational subsystems: □ Toll Tag Tracking System – This system will complement the information gathered by the TCS through several other tag reader locations, to produce data enough for an accurate calculation of travel times (to be displayed through the DMS and the Project website) and origin/destination matrices. □ Road Weather Information Systems (RWIS) – The RWIS includes sensors to detect fog, ice and flooding, which will facilitate user alerts and quick emergency response.	Exceeds requirements of Book 2A and Book 2B Sections 3.2 and 17.2.
Vol. 3 Section C.3.1.b Page 120	The Developer will implement the following management tools to meet and exceed the technical requirements set forth in the CDA: □ Roadway Maintenance Management System (RMMS) – a GIS-based data collection and reporting device for issues related to maintenance (repair, replacement, servicing) of Project assets. □ Global Positioning System (GPS) – Field patrol and maintenance trucks will be equipped with GPS devices so that managers and operators can track their locations in real time, allowing for efficient dispatching. □ Asset Management System (AMS) – The AMS will integrate decision-making to ensure that maintenance and operations projects and major and minor rehabilitation projects are working from a single inventory of materials and equipment. □ Traffic Management Center Central Software – The TMC Central Software platform for the Advanced Traffic Management System is an "off-the-shelf" version of a proven application that provides a truly integrated, full featured	Exceeds requirements of Book 2A and Book 2B Sections 3, 17 and 19.

Proposal Location	Proposal Commitment	Affected Provisions of CDA Documents
	ITS platform. The Central Software integrates management of all field devices, including CCTV cameras, DMS, traffic detectors, RWIS and other field devices into a single software platform. □ Regional Information-Sharing Software – The regional integrated information-sharing software product is a webbased Graphical User Interface that enables law enforcement, transportation management centers, emergency responders, private entities and any organization in the network to share important information with one another, such as the location and status of major incidents, resources deployed, permits, planned event activities and construction areas. □ Personalized Traveler Service (PTS) – The PTS module, an extension of the public website module, notifies subscribed individuals by e-mail of traffic incidents, road closures and other events that could affect their travel. □ Automated Vehicle Identification (AVI) – The AVI system uses vehicles equipped with transponders or electronic toll tags to serve as vehicle probes to measure travel times, report abnormal traffic flow caused by incidents and provide origin/destination data for transportation planning purposes. □ Roadspace Management - This proposed software will provide an overview of closures, preventing conflicts, improving safety and reducing delays. It also provides the opportunity for external organizations such as the maintenance contractors and utility companies to generate their own roadspace requests by logging into the system across the Internet. □ Pavement Management System – The Developer will implement a storage and inquiry module that enables the Developer to manage, from one single computing application, all roadway parameters such as	

Proposal Location	Proposal Commitment	Affected Provisions of CDA Documents
	geometry, inventory, road surface and pavement structures, auscultation, engineering structures, traffic and expert management of road surfaces and pavements for their maintenance.	
Vol. 3 Section C.3.3.1.a Page 129	Developer shall install a weather station along the roadway to ensure that accurate current weather condition data will be available. Developer will also use external sources to anticipate major weather changes that could lead to activation of the Emergency Plans.	Exceeds requirements of Book 2A Section 19.2.4 and Book 2B Section 19.1.1.
Vol. 3 Section C.3.3.1.d Page 132	The system software will provide extensive data collection and event logging, including incidents, DMS messages and traffic data to support accident analysis and reporting. Accident Investigation and Prevention Studies (AIP) have been developed from years of experience taking advantage of accurate data collection, and have been successfully put in place in numerous road projects with immediate safety benefits. Although the Developer will review the design of mainlanes and frontage roads for optimal safety at several stages, the Developer believes it is important to implement AIPs as well, as circumstances may change during the term of the concession. The proposed system AIP will start with identification of "hot spots" along the infrastructure (mainlanes and frontage roads), in terms of number of accidents and their yearly evolution for a second stage in which the data is statistically analyzed (Chi square test). AIPs will also include onsite evaluation, resulting in a proposal phase when the Developer puts forward and prioritizes corrective measures for outstanding issues according to the expected benefits of each measure. Traffic operators will hold regular meetings with the Traffic Safety Officer to propose improvements to the system and procedures. They will use their day-to-day experience as a basis for these working sessions.	Listed items are in addition to the provisions in Book 2A Sections 19.2.3 and 24.2.3 and Book 2B 22.2.

Proposal Location	Proposal Commitment	Affected Provisions of CDA Documents
Vol. 3 Section C.3.3.1.e Page 132	The Developer will seek an agreement with the local police departments of adjacent municipalities (Dallas and Farmers Branch) whereby they would patrol the road on a regular basis in accordance with Section 8.9 of the CDA. The basic functions of the police officers patrolling the Project will be: □ traffic patrolling and traffic law enforcement; □ assistance to field patrols in case of traffic accidents, construction or special conditions, such as lane/road closures; and □ enforcement support at Declaration Zones.	Exceeds Book 2B, Section 22.3.6 and CDA Section 8.9.1.1.
Vol. 3 Section C.1.3.a Page 26	In addition to the Public Information Manager, the Developer will appoint a Roadway Public Information Representative and other personnel necessary to assist in preparation of meetings and in communication with stakeholders.	Exceeds requirements of Book 2B Section 3.2.2.

Alternative Technical Concepts

The following Alternative Technical Concepts (ATCs) are hereby incorporated into the Agreement:

- ATC #5 - Use of PVC Piping on Standpipe System (See Attachment 2 to Exhibit 2).
- ATC #6 - Interim Toll Segments 3A and 3B (See Attachment 3 to Exhibit 2).

Identified Key Personnel

Developer commits to provide, and TxDOT hereby approves, the following individuals to initially serve as the following Key Personnel:

Names of Key Personnel	Key Personnel Positions
Fernando Redondo	Project Manager
Massimo Fiorentino	Financial Manager
Patrick Rhode	Public Relations Manager
Fidel Saenz de Ormijana	Design Manager
Jose Carlos Esteban Blein	Construction Manager

Names of Key Personnel	Key Personnel Positions
Jason Sipes	Quality Manager
Esteban Trigueros Castaño	Design and Construction Quality Manager
Jason Sipes	O&M Quality and Environmental Manager
William Proctor	Environmental Compliance Manager
Javier Martinez Ordóñez	Operations Manager
Belen Marcos	Maintenance Manager